

Attendance of the April 20, 2005 GMTF Meeting
(based on sign-in sheet)

Name	Agency
Adams, Hon. Steve	City of Riverside
Baldwin, Hon. Harry	City of San Gabriel
Balmir, Grace	FHWA
Bone, Hon. Lou	City of Tustin
Bower, Nancy	California Highway Patrol
Brown, Hon. Art	City of Buena Park
Capelle, Joanna	SCRRA
Catz, Sara	Golden State Gateway Coalition
Cheng, Luke	LACMTA
Dale, Hon. Lawrence	City of Barstow
Daniels, Hon. Gene	City of Paramount
Fetty, George	George Fetty and Associates
Flickinger, Hon. Bonnie	City of Moreno Valley
Green, Gary	Caltrans District 8
Gurule, Hon. Frank	City of Cudahy
Herrera, Hon. Carol	San Gabriel Valley COG
Hicks, Gill	Gill Hicks and Associates
Howard-Taylor, Tonya	City of Los Angeles
Kornreich, Don	
Kumar, Vin	Caltrans District 7
Lanning, D'Ann	Office of Senator Feinstein
Malik, Ajay	LA County Sanitation District
Marcus, Richard	OCTA
Maun, Lena	Port of Los Angeles
Morales, Diane	Caltrans District 8
Neely, Sharon	ACE Construction Authority
Patton, Christopher	City of Los Angeles
Rodriguez, Dilara	Caltrans District 7
San Augustin, Liberty	Caltrans District 7
Schiermeyer, Carl	RCTC
Wapner, Alan	City of Ontario
Wyman, Robert	Latham and Watkins
Zbur, Rick	Latham and Watkins
SCAG Staff	
Faranesh, Zahi	
Pfeffer, Nancy	
Wong, Philbert	

GOODS MOVEMENT TASK FORCE MEETING MINUTES

WEDNESDAY, APRIL 20, 2005

1.0 CALL TO ORDER

Councilmember Art Brown, City of Buena Park, called the meeting to order. A list of those in attendance is included in the minutes. Self introductions were made.

2.0 PUBLIC COMMENT PERIOD

Mr. Don Kornreich spoke on the potential of MAGLEV for purposes of goods movement.

3.0 CONSENT CALENDAR

Approval Items

3.1.1 Approval of the March 16, 2005 Minutes

Motion to approve the March 16, 2005 Goods Movement Task Force minutes was seconded and accepted with no objections.

4.0 INFORMATION ITEMS

4.1 Update on the Inland Empire Mainline Rail Study

Mr. Rob Leachman presented this item. At this point in the study, operations alternatives have been formulated, the simulation is 95% complete, rail infrastructure cost estimation is 90% complete, and the traffic and emissions analysis is in progress. Once these tasks are completed, a ranking of alternatives and final report will follow. The final report is scheduled to be completed in June 2005.

In terms of traffic levels, the BNSF line in the Cajon pass in 2000 carried 94 freight and 2 passenger trains on a peak day. By 2025, the total is expected to increase to 8 passenger and 187 freight trains. The UP Yuma line carried 2 passenger and 42 freight trains on a peak day in 2000, and is expected to carry 8 passenger and 87 freight trains by 2025.

As part of the study, three alternative routing options are being examined which would reroute freight and Metrolink trains on the UP Alhambra and LA Subdivision lines. The alternative routing options have the potential to reduce train traffic relative to the status quo – by 2025, the alternatives have the potential to reduce train traffic in Riverside from 194 to 132 trains per day, and in San Bernardino train traffic could be reduced from 178 to 139 trains per day.

The train traffic forecasts were then used to determine needed track infrastructure enhancements needed to maintain service at year 2000 levels, which includes constructing additional track, flying junctions and right of way. Under a status quo routing of trains, about \$1.1 billion by 2010 and another \$1.1 billion by 2025 (total of \$2.2 billion) will need to be invested in rail infrastructure to maintain year 2000 service levels, not including environmental mitigation costs. Under alternative 1a, \$1.7 billion would need to be spent, which would be a savings of \$471 million; alternative 1b would require \$2.35 billion to be spent, which is \$145 million above the status quo; finally, alternative 2 would require \$2.1 billion in expenditures, which is a savings of \$109 million.

Traffic impacts, emissions, and population exposure resulting from each of the alternatives are also being calculated. In doing so, vehicle-hours of delay and emissions from trains and vehicular delay are being tabulated for each line, each alternative, and each year (2000, 2010, and 2025). In addition, the total population within 0.5 miles on either side the rail line is being calculated to determine the population impact of each alternative.

The final report will include the railroad costs, grade separation costs, emissions, vehicular delays, and train-weighted population exposure for each alternative.

4.2 Goods Movement Legislation Update

Ms. Charlotte Pienkos, SCAG, presented this item. Ms. Pienkos provided an update on current pending state legislation related to goods movement. The bills discussed include: AB 850 (Canciamilla), which would authorize Caltrans to enter into 35-year franchise agreements with public and private entities to develop toll roads, including dedicated truck lanes; AB 1406 (Karnette), which would impose a \$10 fee on each container entering any port or harbor in the state, for the purpose of freight security; SB 760 (Lowenthal), which would impose a \$30 per TEU fee on containers entering the Port of Los Angeles or Long Beach for the purposes of alleviating congestion on the highways and rail lines serving the ports, port security, and mitigation of environmental pollution. Ms. Pienkos also discussed the Assembly Democrats' Transportation Proposal.

Ms. Sharon Neely, ACE Construction Authority, suggested that the committee work with Speaker Nunez in support of the Assembly Democrats' Transportation Proposal, because the proposal would provide additional funding for goods movement projects.

4.3 Goods Movement Performance Measures

Ms. Nancy Pfeffer presented this item. The origin of this effort is the February 7, 2005 Executive Stakeholders Roundtable, which was hosted by SCAG and the County Transportation Commissions. At the Roundtable, shippers identified the need for metrics to express the value of a goods movement project from a shipper's perspective as a means to encourage their support for such projects, which could include velocity and capacity. While the current draft matrix does not include these metrics specifically, it does include related metrics such as speed, predictability, and productivity.

This matrix will be presented at the next Stakeholders Roundtable, which is tentatively scheduled for May 10, to receive feedback from private sector representatives.

SCAG is aware that other efforts have occurred to develop performance measures, and staff will be compiling a list of those efforts and will be utilizing them as part of this work. The Performance Measures matrix presented to the Task Force is currently a draft. Additional comments and input on the matrix are welcomed.

Chair Brown added that rail infrastructure quality can be measured. This information might be able to be obtained from the railroads.

5.0 **STAFF REPORT**

The SCAG 40th Anniversary/General Assembly will be held May 4 and 5, 2005 at the Los Angeles Athletic Club. Ms. Pfeffer noted that a goods movement program will be held the afternoon of May 4, featuring representatives from other regions in the country dealing with freight issues, including the San Francisco, Seattle, Chicago, New York and Houston regions.

Staff is working on developing a fact sheet that highlights the significance of southern California to the rest of the nation in terms of handling freight.

Work on the goods movement knowledge base, which will be a web-based searchable database of goods movement reports, continues. Staff would like other agencies to review the list of reports currently in the database to see if there are any omissions. The knowledge base should be ready by June.

Staff is also working on developing a membership list for the Goods Movement Task Force and hopes to forward the list to the President of SCAG in June.

6.0 COMMENT PERIOD

Mr. Luke Cheng, LACMTA, briefed the committee on MTA's efforts to develop the cube cargo model for freight modeling. As part of this effort, MTA is interviewing the UP and BNSF, as well as large trucking companies, to obtain survey data for trucks entering and leaving the intermodal facilities. The survey results should be available in June or July, and the model should be completed by September.

Ms. Neely added that the Western Regional Safety Grade-Crossing Training Conference will be held May 1-4, 2005 at the Hilton Costa Mesa.

7.0 NEXT MEETING

The next regular GMTF meeting will be:
Wednesday, May 18, 2005
9:30am-11:00am
SCAG Offices, San Bernardino Conference Rooms A&B

8.0 ADJOURNMENT

The meeting was adjourned at 11:00am.